

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Active Travel to School
REPORT NUMBER	CR&E/25/008
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 This report provides information to Members on work that is underway and / or planned within Aberdeen to promote and encourage more, and safe, active travel to school and looks to gain approval to launch a School Streets pilot in Aberdeen

2. RECOMMENDATIONS

That Committee :-

- 2.1 Note that work to identify an aspirational Regional Active Travel Network has recently been completed and will be reported to Nestrans Board in February 2025;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to ensure safe routes to school are taken into account when developing proposals for active travel network prioritisation within Aberdeen City;
- 2.3 Note the range of work that is currently ongoing to support and enable active travel to school in Aberdeen;
- 2.4 Instruct the Chief Officer – Strategic Place Planning to ensure that any travel behaviour change programme for 2025/26 continues to support healthy, active and safe travel amongst children and young people;
- 2.5 Instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer – Education and Lifelong Learning and the Chief Officer - Operations and Protective Services, to invite applications from suitable schools for a School Streets pilot, and to report back to this Committee within twelve months with the level of interest received, and any proposed next steps.

3. CURRENT SITUATION

3.1 At the meeting of the Net Zero, Environment and Transport Committee in October 2023, the Committee instructed the Chief Officer - Strategic Place Planning, the Chief Officer - Education and the Chief Officer - Operations and Protective Services to bring back a report on options for how to promote and improve active travel routes around schools.

3.2 A summary of current travel to school behaviours and recent trends is provided in Appendix 1.

3.3 Active Travel Infrastructure

3.3.1 There are 20mph zones around all schools in Aberdeen during morning and afternoon travel times, providing a safer environment for pupils around the school gates. In [June 2024](#), the Net Zero, Environment and Transport Committee approved commencement of the statutory consultation process to expand 20mph zones around the city, acknowledging the Scottish Government's national strategy for 20mph in urban areas. This consultation process has commenced for many residential areas, with the other areas to follow and, should the proposals be delivered, this will help reduce vehicle speeds throughout the city and further improve conditions for children walking and cycling to school safely.

3.3.2 The [Aberdeen Cycle Map](#) shows all formal cycle infrastructure in the city. While some schools are well served by formal infrastructure, not all schools have the same level of provision, with others less well served. The map is in the process of being updated to reflect recent network changes.

3.3.3 The Regional Active Travel Network (RATN) review, commissioned by Nestrans, has recently been completed and is due to be reported to the Nestrans Board in February 2025 for final approval. Developed in partnership with Aberdeen City Council and Aberdeenshire Council, the RATN presents an ambitious and aspirational walking, wheeling and cycling network for the region, with a dense network proposed within the city. Although each link in the network requires more detailed feasibility and design consideration, a key principle of the RATN is that all schools should be connected to their surrounding communities via the primary or secondary active travel network. This is envisaged as a high-quality network, comprising segregated routes and / or low flow, low speed streets.

3.3.4 To ensure the RATN reflects the views and needs of children and young people, efforts were made to target such groups during consultation on the draft network. A bespoke engagement platform was created with a focus on 10–13 year olds, with a short survey and the ability to leave comments on a map, and interactive face-to-face classroom workshops were also held with school pupils.

3.3.5 While full delivery of the regional network will be a multi-decade project, and dependent on significant resources for delivery across both Councils, a methodology to enable prioritisation of the city network is currently being developed. While this is not yet complete, information provided in the RATN

report suggests that, beyond current and existing pipeline projects, future active travel infrastructure planning and delivery could follow a community-based approach, with higher priority given to areas where network usage is expected to be greater and to those communities with higher levels of deprivation, as these may have most to benefit from improved opportunities for active travel. Such an approach would naturally benefit schools, given they are key destinations within communities. The recommended prioritisation and phasing of the RATN will be reported to the Net Zero, Environment and Transport Committee as part of the proposed Local Transport Strategy.

- 3.3.6 The Council has benefitted from significant funding in the past to deliver cycle and scooter parking at schools, and funding support continues to be available this year, via the Nestrans People and Places Fund, to accommodate additional requirements.

3.4 Behaviour Change Initiatives

- 3.4.1 [School Travel Plan Guidance](#) has been developed and promoted to schools to support efforts to encourage healthy and sustainable travel and reduce the number of vehicles around schools at peak travel times. This provides information on the benefits of a Travel Plan and how to develop one, suggests initiatives that schools could consider to reduce car use and increase active travel, and signposts resources, funding opportunities and useful websites.
- 3.4.2 Since 2017, Aberdeen City Council has worked with Sustrans to provide I Bike in schools. I Bike is an intensive active travel programme, with a dedicated I Bike Officer working with school clusters – a secondary school and its feeder primaries - to encourage active travel, with a particular focus on girls (who traditionally cycle less than boys) and pupils transitioning from primary to secondary education, which often results in a drop in cycling behaviour. Through cycle training, led excursions and classroom-based learning aligned with the school curriculum, I Bike seeks to embed and naturalise active travel behaviours amongst children and young people. Research suggests that schools engaging with I Bike have active travel rates 9% above the national average and car usage 4.7% lower than the national average.
- 3.4.3 All schools in Aberdeen can access support to deliver Bikeability Level 2 training (traditional on-road cycle training, usually delivered in Primary 6). Recognising that some children will not have acquired the skills to enable them to cycle safely on the road by Primary 6, in 2024/25 officers secured funding to allow schools to access ‘beginners’ cycle training and Bikeability Level 1 (pre-road) training to address this gap and provide more support to less confident and able pupils, creating a structured pathway for all pupils to achieve Bikeability Level 2. Funding has also been secured to enable ‘Dr Bike’ (bicycle maintenance) sessions in some schools.
- 3.4.4 Schools are also invited to take part in the ‘Travel Tracker’ challenge, an active travel incentive scheme, whereby pupils log their method of travel to school each day, and accrue rewards the more they walk, wheel, cycle or park and stride.

3.4.5 The Council has previously organised for Road Safety Magic Shows to take place in primary schools. Transport Scotland is funding a national trial of this initiative, and we are liaising with the provider to book these into Aberdeen schools.

3.5 School Streets

3.5.1 School Streets are areas around schools where motorised traffic is restricted during pupil drop-off and pick-up times. The concept is firmly established in other areas of Scotland, the UK and Europe, with much research and evaluation published.

3.5.2 The main benefits of School Streets are identified as:

- A reduction in car traffic around schools;
- Lower vehicle speeds on School Streets and surrounding streets;
- Increased feelings of safety on the journey to school;
- Improved air quality on affected streets; and
- Increased physical activity, with more pupils walking, wheeling and cycling to school.

3.5.3 In terms of potential disbenefits, the research identifies that concerns about traffic and parking displacement on surrounding streets are common prior to scheme implementation, although subsequent evaluation often suggests impacts are less severe than anticipated, with more people positive about schemes after they go in than they were before. Nevertheless, some issues do arise, making careful selection of schools crucial. Evaluation of schemes in Edinburgh noted, for example, that over one-third of residents on peripheral streets perceive that their daily life has been made more difficult by School Streets initiatives.

3.5.4 When identifying schools suitable for a School Streets project, the literature suggests the following:

- Schemes must be led by the school, and those with local community support have a greater chance of success;
- Schools located on through-routes (especially A- and B-class roads and roads with constant essential traffic) are unlikely to be suitable, as restrictions will be more challenging and resource-intensive to enact and enforce;
- Sites should allow for traffic to use alternative local routes;
- Roads with busy bus routes are unlikely to be suitable;
- It will be beneficial if alternative 'park and stride' opportunities are nearby (i.e. an off-site location where pupils can be dropped off and walk, wheel or cycle the remaining distance to school);
- Areas with low residential density are preferable if exemption permits are to be issued to residents;
- Impacts are likely to be greater in areas of poor air quality and/or where there is a history of road accidents; and

- Impacts are likely to be greatest amongst schools with high levels of car travel, but where the school is already engaged in the travel plan process and activities.

3.5.5 In terms of challenges, the main issue identified is enforcement. In Scotland, schemes are reliant on Police Scotland for enforcement, and it is unlikely that resources could be made available regularly, leaving schemes open to abuse. In their evaluation, the City of Edinburgh Council noted that *whilst the Police are aware of non-compliance, insufficient resources are cited as to why they cannot be regularly present in the vicinity of schools*. Analysis of existing School Streets schemes suggests levels of compliance are mixed, with low compliance obviously diluting effectiveness. Dealing with exemption requests can also be time consuming – typically residents of affected streets, blue badge holders and other vehicles considered essential can be exempted - Edinburgh noted that: *A total of 563 permits were issued across the nine pilot school areas*. A further challenge is the cost of establishing a scheme. The City of Edinburgh Council reported that the cost of implementing 9 schemes during 2015/16 and 2016/17 was £186,218, equating to £20,691 per site. More recent costings from Aberdeenshire Council (2024) suggest an average cost of £25,280 per site, although this will be dependent on the location and the scale of individual schemes.

3.5.6 Despite these challenges, there are clearly benefits to be gained from School Streets. A high-level assessment was therefore undertaken by Officers of all primary schools in Aberdeen to determine their physical suitability (Appendix 2). This assesses each school against criteria established as important for success within the literature review (location, traffic function and characteristics, presence of a bus route, availability of Park and Stride options, residential density) and shows that:

- Nearly all are located in dense residential areas, therefore schemes could impact upon a large number of residents, raising concerns around enforcement;
- Most schools are located on through-routes, although in many cases alternative streets are available to absorb displaced traffic;
- Some schools are unsuitable as a result of their position on a strategic transport corridor or other busy thoroughfare, for which no appropriate alternative traffic route is available;
- In some cases, schools are located on streets which provide access to other shops, services and employment sites, which it would be challenging to restrict access to;
- Many schools are located on streets which also act as bus routes; and
- Suitable Park and Stride facilities are rare.

Please note that the information contained in Appendix 2 is based on a desktop analysis and not on any detailed investigation into the conditions around schools.

3.5.7 No school in Aberdeen meets all of the criteria identified for a successful school street, although schemes may be possible in some areas if the impacts on local residents could be appropriately mitigated.

3.5.8 Officers are not aware of any requests from schools or catchment communities for School Streets at this time. Given that buy-in and support from schools and communities are essential for success, it is not recommended that the Council impose School Streets schemes. Rather, it is recommended that Officers contact schools to ascertain appetite for taking part in a School Streets pilot scheme and, should any school express a desire to take part, Officers would work with the school and the local community to determine the feasibility of this, using the information provided in Appendix 2 as a framework and a basis for further more detailed analysis.

4. FINANCIAL IMPLICATIONS

4.1 The projects described in sections 3.3 and 3.4 of this report have been or are currently funded via a range of external funding streams, awarded and / or administered by Nestrans, Sustrans and Transport Scotland. Most relevant to the content of this report, funding has been available from Transport Scotland via the Local Authority Direct Award (LADA) and People and Places (P&P) programmes (the latter administered by Nestrans) to support school travel and wider active travel and travel planning activities during 2024/25. These programmes replace the Smarter Choices Smarter Places (SCSP) funding awarded to local authorities in previous years.

4.2 The active travel funding landscape is in a period of transition and officers have no confirmation of what external funding will be available next year or in future years. However, recent discussions with Transport Scotland suggest that the LADA and P&P programmes will likely continue in some form in 2025/26, thus supporting the continuation of activities listed in sections 3.3 and 3.4, and potential development of a Schools Street pilot.

4.3 There may also be opportunities arising from additional external funding grants, such as Nestrans, or Low Emission Zone and Bus Lane Enforcement income, to support such activities in 2025/26.

5. LEGAL IMPLICATIONS

5.1 Any School Streets scheme would be required to follow the Traffic Regulation Order (TRO) process.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The projects listed in this report aim to enable and encourage more children, their families and school staff, to travel sustainably to school, thus reducing the impact of the journey to school on carbon emissions and supporting local air quality improvements.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failing to support healthy and active travel amongst children and young people could put at risk the Council's ability to meet a number of strategic objectives in relation to health and wellbeing, transport and the environment.	Continue to work with schools to deliver travel behaviour change programmes and incentives.	L	Yes
Compliance	Risks of non-compliance with any external funding grant conditions. Risk of formal challenge to any School Streets scheme. Risk of non-compliance with any School Streets scheme.	Ensure all relevant staff are aware of and adhere to grant conditions. Ensure the TRO process is adhered to. Engage with Police Scotland on matters of enforcement.	L	Yes
Operational	There may be risks associated with operation and enforcement of any School Streets scheme.	Fully identify, address and mitigate risks as proposals are developed.	L	Yes
Financial	2025/25 budgets are not yet confirmed.	Await confirmation of budgets and develop programme to suit.	L	Yes
Reputational	Implementation of a School Streets scheme risks opposition from local residents and businesses.	Ensure public and stakeholder engagement is undertaken as part of the	M	Yes

		development of any scheme.		
Environment / Climate	Failing to support healthy and active travel amongst children and young people could put at risk the Council's ability to meet net zero and air quality obligations.	Continue to work with schools to deliver travel behaviour change programmes and incentives.	L	Yes

8. OUTCOMES

Council Delivery Plan 2024	
Impact of Report	
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report support the delivery of the following aspect of the policy statement:- <ul style="list-style-type: none"> Explore options to make travel to school safer and more child-friendly and to reduce vehicle congestion at school gates.
<u>Local Outcome Improvement Plan 2016-2026</u>	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 13: <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate</i> , in that encouraging less car travel will contribute to emissions reduction. The proposals also support the delivery of Stretch Outcome 14: <i>Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026</i> , in that they seek to support, and create the conditions for, more walking, wheeling and cycling to school.
Community Empowerment Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 16 – <i>50% of people report they feel able to participate in decisions that help change things for the better by 2026</i> , in that any School Streets scheme will be informed by the needs and desires of schools and their surrounding communities.
Regional and City Strategies	The proposals within this report support the Regional and Local Transport Strategies and the Net Zero Mobility Plan, by supporting and enabling a shift to active and sustainable modes of transport, thus reducing the impact of transport on the environment.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	N/A

10. BACKGROUND PAPERS

- 10.1 CR&E/24/139 Citywide implementation of 20mph speed limit ([Aberdeen Net Zero Environment and Transport Committee, June 2024](#))
- 10.2 [School Streets to shape child-friendly cities](#) (Clean Cities Campaign)
- 10.3 [School Streets pilot project evaluation](#) (Edinburgh Transport and Environment Committee, August 2016)
- 10.4 [School Streets in Oxfordshire: Creating safer spaces for walking and cycling to school](#) (Sustrans and Oxfordshire County Council)
- 10.5 [School Streets: Intervention Sites vs. Control Sites Full Report](#) (Transport for London)
- 10.6 [School Street Closures and Traffic Displacement Project: A Literature Review with semi-structured interviews](#) (Edinburgh Napier University)
- 10.7 [Healthy School Streets – Opening Streets to Children](#) (Camden Council and Transport for London)
- 10.8 [School Streets: Putting Children and the Planet First](#) (Child Health Initiative and FIA Foundation)
- 10.9 [School Streets: Reducing children’s exposure to toxic air pollution and road danger](#) (Mums for Lungs and Possible)
- 10.10 [School Streets: Timed traffic restrictions- Toolkit for Professionals](#) (Hackney Council and Cross River Partnership)
- 10.11 Aberdeenshire School Streets Trial ([Aberdeenshire Council Infrastructure Services Committee, June 2024](#))

11. APPENDICES

- 11.1 Appendix 1 – Current Travel Patterns
- 11.2 Appendix 2 – Initial Assessment of School Suitability

12. REPORT AUTHOR CONTACT DETAILS

Name	Will Hekelaar
Title	Acting Team Leader
Email Address	WHekelaar@aberdeencity.gov.uk

Appendix 1 - Current Travel Patterns

A.1 Hands Up Scotland is an annual survey of pupils' travel to school habits. Results from 2023 for all school pupils (excluding nursery pupils) are shown in Table 1 (please note that all data provided in this section was taken from the Sustrans website - <https://www.sustrans.org.uk/our-blog/projects/hands-up-scotland-survey/>).

Table 1: Hands Up Survey Results 2023 (All Schools, Excluding Nurseries)

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
Aberdeen	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
Dundee	40.7%	3.2%	2.1%	11.3%	27.7%	13.8%	0.9%	0.3%
Edinburgh	49.2%	5.3%	6.4%	8.2%	16.3%	12.9%	0.5%	1.1%
Glasgow	46.3%	3.9%	2.7%	7.0%	26.6%	10.3%	1.4%	1.8%
Scotland	41.3%	4.7%	3.3%	9.7%	22.5%	16.4%	1.6%	0.6%

A.2 Table 1 shows that walk to school levels in Aberdeen are higher than the national average and higher than, or similar to, those of the other main Scottish cities other than Edinburgh, although cycling rates are below the national average and significantly lower than Edinburgh's. The proportion of pupils normally being driven to school is lower than the national average, and lower than the other cities, except Edinburgh. It should be noted, however, that 2023 saw the lowest proportion of pupils recorded walking to school in Aberdeen in the last 10 years, albeit the data is subject to annual fluctuations and it may be too early to draw inferences from this.

A.3 Table 2 provides a further breakdown of data by school type, showing that active travel is most prevalent amongst mainstream primary school pupils, with walking, cycling and scooting/skating levels well above the city average. Nursery pupils are more likely to be driven to school, which is perhaps to be expected given the age of those children, although levels of cycling and scooting/skating to nursery are healthy. A high proportion of secondary and independent school pupils travel by bus, reflecting the increased travel distances for these pupils compared to primary school pupils. Mainstream secondary pupils reported healthy walk to school levels, although cycling is well below average. Special needs (SEN) schools have not been included in the below, as all pupils were recorded as travelling by bus or taxi.

Table 2: Hands Up Survey Results 2023 (Aberdeen, By School type)

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
All (excluding nursery)	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
Nursery	36.6%	4.7%	3.7%	1.9%	48.7%	2.1%	0.4%	2.0%
Primary	52.5%	5.7%	3.1%	11.5%	22.4%	3.9%	0.7%	0.2%
Secondary	41.8%	0.8%	0.1%	3.9%	14.2%	38.2%	0.8%	0.2%
Independent	9.1%	0.5%	0.5%	29.4%	23.0%	34.4%	0.0%	3.2%

A.4 Table 3 provides five-year trend data (2019-2023). The general picture is of a small decline in active travel over the period, although the data does fluctuate as a result of varying sample sizes, different schools taking part each year, etc. 2020 and 2021 figures shows the impacts of COVID restrictions, with less bus use during this period, and potentially explaining the increase in walking observed between 2019 and 2020.

Table 3: Hands Up Survey Results (Aberdeen, All Schools, excluding Nursery)

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
2023	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
2022	49.0%	3.4%	2.3%	10.8%	19.8%	13.2%	1.1%	0.4%
2021	50.5%	4.5%	2.3%	10.3%	19.1%	12.2%	0.6%	0.5%
2020	50.7%	4.6%	2.1%	11.3%	16.7%	9.7%	1.4%	0.6%
2019	47.3%	4.5%	1.6%	9.9%	21.6%	13.2%	0.9%	1.1%

A.5 On the whole, the figures show a healthy proportion of pupils travelling actively to school in Aberdeen. Although the data fluctuates, there is, however, evidence of a decline in active travel in recent years, while the proportion of pupils being driven to school remains fairly constant.

Appendix 2 – Initial Assessment of School Suitability

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Abbotswell	No	Yes	No	Yes	Yes	No	Yes	A scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Airyhall	No	Yes	No	Yes	No	No	Yes	Countesswells Road provides access to the James Hutton Institute, a library and community centre, which would have to be maintained – successful scheme may be challenging.
Ashley Road	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Braehead	No	Yes	No	Yes	No	Yes – Alex Collie Centre, but may not be suitable in all conditions.	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Bramble Brae	No	Yes	No	Yes	No	Yes – Quarry Centre or Cummings Park Centre	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Brimmond	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Broomhill	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Charleston	No	Yes	No	No	Yes	No	Yes	Small-scale scheme may be possible on Charleston Road but scale would suggest impact would be limited. Wider scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Cornhill	No	No	No	No	No	No	Yes	Sections of Cornhill Drive and Beechwood Road are already traffic-free. No alternative routes for Beechwood Walk or Beechwood Road traffic. Potential for a small-scale scheme on these streets but scale would suggest impact would be limited.
Countesswells	No	Yes	No	Yes	Yes	No	Yes	Presence of Sainsbury's Local would likely make this challenging.
Culter	No	Yes	No	Yes	No	Yes – Sports Centre	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Cults	No	No	No	Yes	No	No	Yes	Small-scale scheme possible using perimeter road but may push drop-off and pick-up traffic to residential streets.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
								Wider scheme would affect a large number of residents, raising concerns around enforcement.
Danestone	No	Yes	No	Yes	Yes	No	Yes	Potential for scheme within Fairview Crescent and north of Fairview Manor, although may raise problems on Fairview Crescent, without additional restrictions. Wider scheme would affect a large number of residents and could impact on access to nearby nursery and medical centre.
Dyce	No	Yes	No	Yes	No	Yes – Asda, but may not be suitable in all conditions	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Fernielea	No	Yes	No	Yes	Yes	No	Yes	Would have to be looked at in combination with Holy Family School. Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement. Presence of NHS site in Eday Road may preclude implementation of anything other than a minor scheme.
Ferryhill	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Forehill	No	Yes	No	No	Yes	No	Yes	Would need to be considered alongside other schools on Jesmond Drive. Given the nature of Jesmond Drive, restrictions would be challenging to implement, as appropriate alternative routes are not available. Care home and shopping precinct opposite may be negatively impacted by restrictions.
Gilcomstoun	Yes	Yes	No	No	Yes	No	Yes	Main access via A9119 Skene Road precludes consideration.
Glashieburn	No	Yes	No	No	Yes	No	Yes	Would need to be considered alongside other schools on Jesmond Drive. Given the nature of Jesmond Drive, restrictions would be challenging to implement, as appropriate alternative routes are not available.
Greenbrae	No	No	No	Yes	No	Yes - Church	Yes	Small-scale scheme may be possible on Greenbrae Crecent but scale would suggest impact would be limited. Wider scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Greyhope	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Hanover Street	Yes	Yes	Yes	No	Yes	Yes – retail park	No	The nature of the surrounding A956 Commerce Street and Beach Boulevard would make a School Street challenging without impacting on strategic traffic (including harbour traffic) and access to the Beach Boulevard retail park. There is also a vehicle repair centre on Hanover Street that would require to remain accessible at all times.
Hazlehead	No	Yes	No	No	No	No	Yes	Potential for a scheme on the streets between Queens Road and Hazlehead Avenue but a large number of residents would be affected and adjustments to surrounding traffic management may be required.
Heathryburn	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement. Need to maintain access for Orchard Brae School pupils and families may make this challenging to deliver.
Holy Family	No	Yes	No	Yes	Yes	No	Yes	Would have to be looked at in combination with Fernielea School. Scheme may be possible, although a large number of residents would

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
								be affected, raising concerns around enforcement. Presence of NHS site on Eday Road may preclude implementation of anything other than a minor scheme.
Kaimhill	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Kingsford	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Kingswells	No	Yes	No	No	No	No	Yes	Various access points to the school. Presence of co-located facilities (Co-op, vet, pharmacy, etc.) would make this challenging to implement. A large number of residents would be affected.
Kirkhill	No	Yes	No	Yes	No	Yes – nearby shopping precinct.	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Kittybrewster	Yes	Yes	No	Yes	Yes	Yes – nearby shopping precinct.	Yes	Main access via A96 precludes consideration.
Loirston	No	Yes	No	Yes	Yes	No	Yes	Potential for scheme on Loirston Avenue but would be small-scale scheme and may impact on access to the library.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
								A wider scheme may impact on access to the shopping precinct and associated facilities, such as the pharmacy, and a large number of residents would be affected, raising concerns around enforcement.
Manor Park	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Middelton Park	No	Yes	No	No	Yes	Yes – Mains of Scotstown	Yes	Would need to be considered alongside other schools on Jesmond Drive. Given the nature of Jesmond Drive, restrictions would be challenging to implement, as appropriate alternative routes are not available. Asda supermarket and nearby sheltered housing may be negatively impacted.
Mile End	Bounded by A944 on one side, although not an access point.	Yes	Proximity to Aberdeen Royal Infirmary may raise challenges.	Yes	No	No	Yes	Given the proximity to an A-road and ARI where constant (and sometimes emergency) access is required, a School Street may be challenging to implement.
Milltimber	No	Yes	No	No	No	Yes – church and	Yes	Any scheme involving Bingham Road would simply push through-traffic

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
						community centre.		onto a convoluted network of residential streets.
Muirfield	No	Yes	No	Yes	Yes	Yes – church and learning hub.	Yes	Mastrick Drive provides access to Len Ironside Centre, Williamson Family Centre, and sheltered housing so maybe challenging to implement and enforce.
Quarryhill	No	Yes	No	Yes	No	Yes – church.	Yes	Scheme may be possible, although a large number of residents, including sheltered housing complex, would be affected.
Riverbank	No	Yes	No	Yes	Yes – Hayton Road	Yes – housing offices and shopping precinct.	Yes	Scheme may be possible, although a large number of residents would be affected. Given the location of shops and services on Hayton Road, this would likely have to be excluded, which could reduce effectiveness, raising concerns around enforcement.
Scotstown	Yes	Yes	No	No	Yes	Yes – Alex Collie Centre	Yes	Main access via B997 Skene Road precludes consideration.
Seaton	No	No	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Skene Square	Yes	Yes	No	No	Yes	No	Yes	Main access via B-road precludes consideration.
St Josephs	Yes	Yes	No	Yes	Yes	No	Yes	Main access via A9119 precludes consideration.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
St Peters	Yes	Yes	No	No	Yes	No	Yes	Access via A92 King Street and proximity of B978 St. Machar Drive precludes consideration. Small scheme on Dunbar Street may be possible but scale would limit effectiveness.
Stoneywood	No	Yes	No	No	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Sunnybank	No	Yes	No	Yes	No	No	Yes	Presence of convenience store and medical centre on Wallacebrae Drive suggest this would be challenging to implement.
Tullos	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Westpark	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Woodside	No	Yes	No	Yes	No	Yes – Iceland supermarket	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.